

The Hongkong Telegraph.

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TUESDAY, JULY 7, 1903.

二拜禮

號七月七英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 25,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNPAID " 6,000,000
RESERVE FUND " 9,000,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHOWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
Hon. R. S. SHAW, Esq.
G. H. MEDHURST, Esq.
N. A. SIEBS, Esq.
C. MITCHELL, Esq.
H. W. SLADE, Esq.
H. SCHUBERT, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.
LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. Lauts, Esq.
Chief Manager,
GEO. W. F. FLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—
Calcutta Hankow
Tientsin Tsingtau (Kiautschow)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

U.S. Gold \$7,180,000.

Head Office:—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department
LONDON BANKERS:
PARR'S BANK, LIMITED.
HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.
INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 1/2 " "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [17]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, £ 820,000
Surplus (Reserve) Gold \$4,000,000, £ 820,000
Total Gold \$8,000,000, £ 1,640,000

Capital and Surplus authorized, Gold \$10,000,000, £ 2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balance, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.
Hongkong, 26th May, 1903. [18]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
Shanghai Tael 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHUNKING. SINGAPORE.
HANKOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities. Bills discounted.
INTEREST ALLOWED ON DEPOSITS:
per Annum Fixed Deposits for 3 months.
" 6 " 4 " "
" 12 " 5 " "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. per annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. P. COCHRANE,
Acting Manager.
Hongkong, 18th May, 1903. [19]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA and KOBE	BANCA	Daylight, 8th July	Freight only.
(Passing through the Inland Sea).	J. B. Ferguson		
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES	MANILA	About 10th July	Freight and Passage.
	H. G. H. Leith, R.N.R.		
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	PALAWAN	About 10th July	Freight and Passage.
(Passing through the Inland Sea).	J. D. Andrews, R.N.		
SHANGHAI	BENGAL	About 16th July	Freight and Passage.
	A. L. Vasey		
LONDON, &c.	BALLAARA	Noon, 18th July	See Special Advertisement.
	F. R. Sumner		

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th July, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM OR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PREUSSEN THURSDAY, 9th July.
HAMBURG THURSDAY, 23rd July.
PRINZ HEINRICH THURSDAY, 6th August.
SACHSEN THURSDAY, 20th August.
KIAUTSCHOU THURSDAY, 3rd September.
BAYERN THURSDAY, 17th September.
ZIETEN WEDNESDAY, 30th September.
SEYDLITZ WEDNESDAY, 14th October.
ROON WEDNESDAY, 28th October.

ON THURSDAY, the 9th day of July, 1903, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 7th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 8th July, and will be received at the Agency's Office until NOON, on WEDNESDAY, the 8th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS. [563c]

For further Particulars, apply to Hongkong, 25th June, 1903.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA, at the price, to be had in China.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOCHOW TEA.

PRICES. Including Freight, Duty and Delivery to any address in the United Kingdom. Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [732c]

GO TO THE KOWLOON HOTEL, KOWLOON.

R. F. DALY, Manager. J. W. OSBORNE, Proprietor.

MACAO HOTEL (Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES. A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week. SEA BATHING. STEAMERS to and from Macao, every MORNING and AFTERNOON.

W. FARMER, Proprietor. F. G. JORDAN, Manager. [641c]

Intimations.

"I hear they want more

BOVRIL

is the best beverage; because it not only stimulates, but tones-up and builds-up body and brain.

Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsukubaru, Yoshinotani, Yoshio, Yonokibara and other Coals.

N. INUZUKA, Manager, Hongkong, [563c]

THE DISTILLERS Co., LIMITED.

GIN. WHISKY. D. C. L. Per Doz. - \$16.50

"OLD TOM" "DRY" Per Doz. - \$9.00

SOLE AGENTS: H. PRICE & Co., 12, Queen's Road.

Hongkong, 26th January, 1903. [952c]

AQUARIUS

MINERAL WATER SILENT WATER TONIC WATER GINGER ALE LITHIA WATER GINGER BEER (STONE BOTTLES).

Telephone No. 75. All the Company's Waters are manufactured from TREBLE-DISTILLED water—nothing can be purer. Mere FILTRATION IS QUITE INEFFECTUAL for destroying the worst organisms that water may contain.

SOLE AGENTS: CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

16, Queen's Road, Hongkong, 23rd June, 1903. [22]

OCCIDENTAL HOTEL (ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS and BEERS. POOL AND BILLIARDS. ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS:—\$4.00 to \$7.00 per day. \$65 to \$120 per month. JAS. D. M. CAMERON, Manager. [555c]

MARLBOROUGH HOUSE,

31, 32, 40 and 41, NORTH SOCHOW ROAD—SHANGHAI. PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

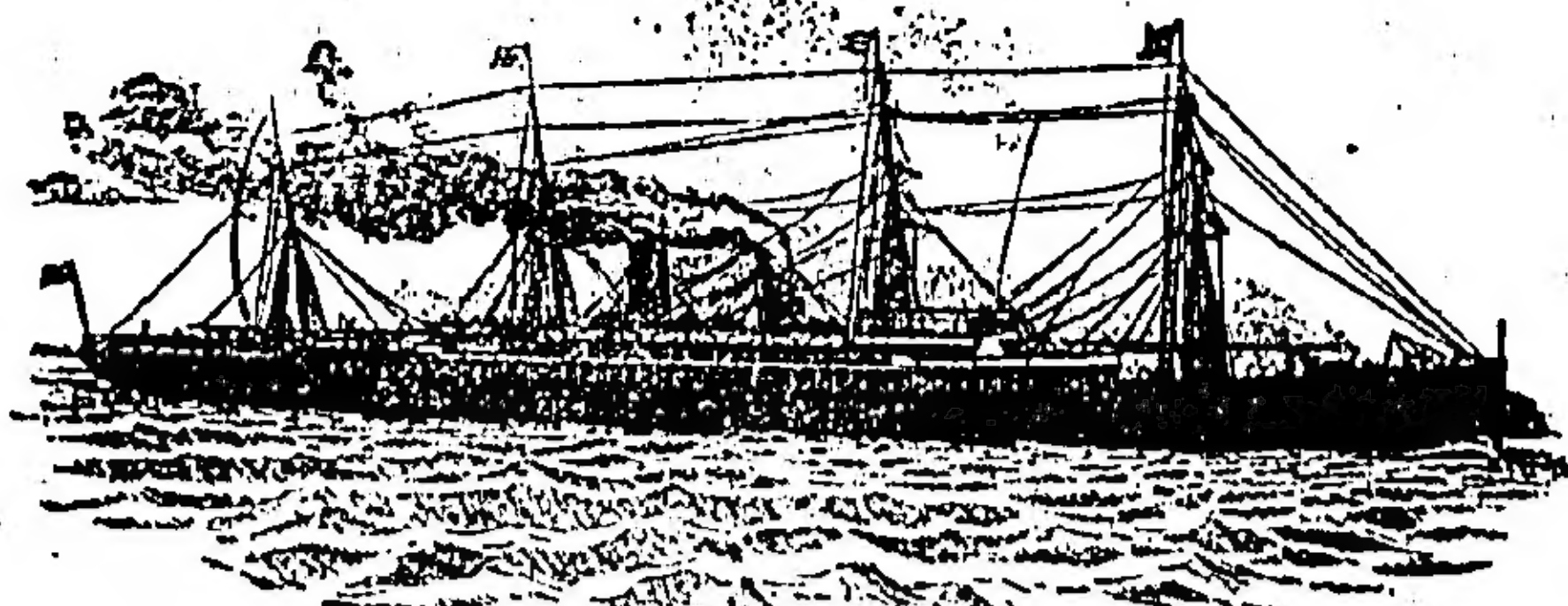
THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month. Telegraphic Address: "MARLBOROUGH." Telephone: No. 180. Mrs. NAZER, Manager. [974c]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [19]

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.
"COPTIC" SATURDAY, 11th July, at Noon.
"AMERICA MARU" TUESDAY, 21st July, at Noon.
"KOREA" TUESDAY, 28th July, at Noon.
"GABRIO" TUESDAY, 4th August, at Noon.
"HONGKONG MARU" FRIDAY, 14th August, at Noon.
"CHINA" SATURDAY, 22nd August, at Noon.
"DORIC" TUESDAY, 1st September, at Noon.
"JIPPON MARU" TUESDAY, 8th September, at Noon.
"SIBERIA" WEDNESDAY, 16th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing; Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed in the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 2nd July, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	Tons	Day	Time
"EMPERESS OF JAPAN"	6,000	WEDNESDAY	15th July
"TARTAR"	4,425	WEDNESDAY	22nd July
"EMPERESS OF CHINA"	6,000	WEDNESDAY	5th August
"ATHENIAN"	3,882	WEDNESDAY	12th August
"EMPERESS OF INDIA"	6,000	WEDNESDAY	26th August
"EMPERESS OF JAPAN"	6,000	WEDNESDAY	23rd September
"TARTAR"	4,425	WEDNESDAY	7th October
"EMPERESS OF CHINA"	6,000	WEDNESDAY	21st October
"ATHENIAN"	3,882	WEDNESDAY	4th November
"EMPERESS OF INDIA"	6,000	WEDNESDAY	18th November
"EMPERESS OF JAPAN"	6,000	WEDNESDAY	16th December
"TARTAR"	4,425	WEDNESDAY	30th December

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at VANCOUVER with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan—Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers' Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	17th July.
Jaburg	(Calling at SINGAPORE and PENANG.)	Freight.
WURZBURG	HAVRE, BREMEN and HAMBURG.	29th July.
v. Binzer	(Calling at SINGAPORE and COLOMBO.)	Freight and Passengers.
BADENIA	HAVRE and HAMBURG.	12th August.
Rürden	(Calling at SINGAPORE and PENANG.)	Freight.
SITHONIA	HAVRE and HAMBURG.	26th August.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)	Freight.
KONIGSBERG	HAVRE and HAMBURG.	9th August.
Mayer	(Calling at SINGAPORE and PENANG.)	Freight and Passengers.
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.
von Döhrn	(Calling at SINGAPORE and COLOMBO.)	Freight.
ARABIA	NEW YORK	about middle of August.
Bahle	via SUEZ CANAL.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 6th July, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG CANTON LINE.

S.S. "HONAN" 2,383 tons, Captain H. D. Jones.
"PO-SHAN" 2,338 " G. F. Morrison, R.N.R.
"LATSHAN" 2,260 " A. W. Dixon.
"HANKOW" 3,073 " C. V. Lloyd.
"KINSHAN" 2,860 " J. J. Lussius.
Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M., and Sundays at 6 P.M. only.
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 3:30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Cabin and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7:30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 1,9 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. CANTON-MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-YUHOV LINE.

S.S. "NANNING" 1,9 tons, Captain R. D. Thomas.
"SAINAM" 18 " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leave Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BITTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903

1357c

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net (5.0) per Cask ex
Factory.
In Bags of 250 lbs. Net (3.00) per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903.

MACWEN, FRICKEL & CO.

have undertaken the Sole Agency in
Hongkong for



A Pure LAGER BEER excellently
Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pils.

or
\$2.00 per doz.

3, Duddell Street,
Hongkong.

18th June, 1903.

1650c

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJENS' GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903

1777c

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 10th January, 1903

1595d

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES

FLUID

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 9th March, 1903

1777c

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SARATA),
DENTIST,
No. 46, Connaught Road Central.
Hongkong, 9th February, 1903.

1630c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegram: "Dock, Yokohama," Codes A I and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

THEY HAVE ARRIVED

57 Varieties  **HEINZ**  of good things
for
the table.

Do you know
that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Voeux Road Central.

Hongkong, 29th June, 1903.

1553c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

1777c

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c

CHINESE AMERICAN COMMERCIAL
COMPANY.

司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903.

1543c

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTISED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 19th September, 1902

145


NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10c) per SHEET COPY.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

For Nervous
Exhaustion



CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restoration
of the nervous system.
For brainworkers, profes-
sional men, teachers, students,
etc., and in debility, neuritis,
loss of appetite, nervous
origin and special.
It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)

PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)

6, rue Villeneuve, PARIS-FRANCE

Intimations.

A. S. WATSON & CO.,

LIMITED

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS

	Per Case	Per Doz.
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 155.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [288d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On the 28th May, at Rome, by His Eminence Cardinal Macchi, in his private chapel, RAPHAEL THOMAS FERDINAND DE LUCA, Deputy Commissioner of Chinese Imperial Maritime Customs, eldest son of H.E. the Com. Ferdinand de Luca, His Italian Majesty's Envoy Extraordinary and Minister Plenipotentiary, to Donna MARIA, second daughter of Don Girolamo Theodoli, Count of Sicilia.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 7, 1903.

MACAO AND THE LUSO-CHINESE TREATY.

The special wire from a Macao correspondent, which we published last evening, has been made the subject of much rejoicing by the inhabitants of that medieval colony. The news that the Portuguese Minister for the Colonies has approved of the general scheme of harbour improvements, though much longed for, had been thought too good by the people of Macao to be flashed over the wire to the "gem of the Orient sea," long neglected by the mother country. Quite a quarter of a century ago an expert engineer was sent out from Lisbon to report upon the condition of the harbour of Macao and its approaches. What remained of the dwindling trade of the Portuguese settlement with the birth of Hongkong as a British Colony, was surely and steadily kept away by the gradual silting up of the inner harbour and the roadstead. This condition was at once realized by the expert, whose voluminous report presented to the Portuguese parliament remains extant as a monument of Portuguese indifference and neglect of a most valuable colonial possession over which other Powers have more than once cast covetous eyes and under any one of whose administration the little island, with its splendid geographical situation, might have been capable of possibilities undreamt of and uncared for by lethargic and apathetic figure-heads adorning the cabinet of Lisbon. Sr. Adolpho Loureiro more than twenty years ago urged upon his Government the imperative necessity of initiating measures having for their effect the arresting of the natural process of silting in the harbour. But beyond the narrow, muddy embankment thrown across the small stretch of water to Green Island and a few hundred feet of seawall, in the inner harbour nothing has been done, in effect, to carry out the recommendations of Sr. Loureiro. In fairness to the local administrators, however, and to the body of the Municipal Councillors, whose zeal in the well-being of the port, cannot be too highly praised, representations to the Home Government have been made with a commendable pertinacity to save the trade of the port from total extinction by the complete silting up of the approaches to Macao. The latest memorial was referred to in these columns when the Special Envoy from the Court of Lisbon was passing two years ago en route to the Chinese capital. After a personal inspection of the wretched state into which the port had been allowed to drift, H. E. Senhor Castello Branco arrived at the conclusion that one of the first necessities crying for remedial measures was the improvement of the Macao harbour and the carrying out in their entirety of the plans of the Harbour Improvement Scheme. In this view he was supported by the Acting Governor, who was a staunch advocate of the scheme, the advisor of Government in engineering matters, and the whole body of the Senate backed up by foreign and Chinese representations. The present Governor enjoys the reputation of being a well-known civil engineer and as far as can be known is entirely in agreement with the supporters of the scheme. When the concession for the railway to Canton was obtained by Senhor Castello Branco, it was held that no benefits would accrue to the Colony unless the harbour works were first tackled and completed. The news communicated by Sunday's wire is, therefore, a valid ground for rejoicing on the part of the inhabitants at Macao. By a strange coincidence almost at the same time the last Lisbon mail brought out private advices to the effect that the Luso-Chinese treaty concluded by Conselheiro José d'Azvedo Castello Branco in 1901 had been rejected by the Portuguese Chamber of Deputies as containing provisions unfavourable to the interests of the country. The proposal to establish a Chinese Customs

within Macao was not well received. It is believed, and rightly so, that the colony which, by decree of the 20th November, 1845, was declared a free port, should have no custom-house much less one that collects duties for a foreign government. Almost all the leading journals of the metropolis strongly advocated the ratification of the treaty; but Senhor Custodio Miguel Borja, a former Governor of Macao, and who is practically acquainted with the prevailing conditions and needs of the colony, protested against certain Articles in the Treaty. Mr. Joao Marques Pereira, chief secretary of the Colonial Office, in a series of thirty-eight articles contributed to the *Epoca*, pointed out categorically the unfavourable terms of the Treaty, recalling the memorable historical fact that Governor Ferreira do Amaral sacrificed his life for having expelled from Macao the Hoppo of Porto do Cerco, and that by re-admitting the Chinese customs within the confines of Macao the Government and the people will be casting an insult to the memory of a hero for Free Trade principles. Freed from the incubus inseparable from the establishment of a Custom-house and with a good harbour the destiny of the ancient colony may yet be retrieved from the Slough of Despond into which it had long fallen. Portugal is still the fourth colonial power in the world. The new alliance that has been entered into with Great Britain is the most solid and permanent compact that could be readily imagined to exist. It is an absolute guarantee of the Colonial dominion of Portugal in its integrity. It is, therefore, as observes a writer in the *Fortnightly Review*, a buttress of the throne in Lisbon. Portugal will no doubt share in all the commercial advantages of the partnership. By emulating the example of her sister colony she can do no better than to preserve inviolable the freedom of her port and by restoring it to the condition of which ocean carriers can take advantage, Macao may ring up the curtain to a vista of a share in the commercial prosperity which looms large in the "Gorgeous East" in the new future.

LOCAL AND GENERAL.

THE English mail of the 6th June was delivered in London on the 6th inst.

KANG Yu Wei, who is at present in Rangoon, is leaving in a few days for Maymyo.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.

ADULT.

TWENTY-ONE hundred cartridges have been discovered by secret service men in the house of a prominent Filipino contractor in the Philippines.

FIRST Lieutenant W. K. McCue, well-known officer of the 1st Infantry and recently stationed at Manila, has been arrested in Chicago for alleged bigamy.

THE Manila Medical Society has been recognized by the American Medical Association and in future will affiliate with that important professional organization.

MR. T. Sercombe Smith, the Police Magistrate, arrived from Vico over on board the *Empress of Japan*, this morning, and resumed duties at the Magistracy to-day.

ACCORDING to the Manila *Times* the anti-plague serum used in that city comes from Japan and costs the Government \$4.50 per bottle containing enough serum to inoculate five people.

THE steamer *Sun Shui*, late chartered transport in the Q. M. D. service at Manila, has been given over to the command of Captain Casey and he will take her to Shanghai and deliver her to the owners, Messrs. Farnham Boyd and Co. of that city.

THE *Times* Peking correspondent says that the Chinese representatives on the Tibet Boundary Commission have been nominated but the Amban of Lassa has no influence either with China or Tibet. The *Times* correspondent urges India not to waste time negotiating with the Chinese but to send a mission to Lassa and treat direct with the Tibetans.

Don't forget the chits for they will not go LeMunyon.—ADULT.

MR. Charles M. Schwab, President of the billion-dollar steel trust, is very ill. He has been ailing for many weeks, and now has broken down completely. His affection is largely nervous, and comes from the strain of responsibility and business connected with the management of the great company he is at the head of. He was recently re-elected President of the immense concern which has a practical monopoly of the steel making of the United States.

A WIRE from New York on 2nd inst. reports that a terrible explosion the consequences of which were awful loss of human life and the almost total destruction of valuable property occurred that day in a coal mine at Hanna, Wyoming. The explosion was probably caused by fire damp and it is known that 230 miners lost their lives. The work of rescue is progressing favourably and several unfortunate men have been taken out of the ruins, most of them so horribly mangled and burned that their lives are despaired of.

It shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—ADULT.

OST of the ships lying in Manila harbour towards the close of last week made strenuous efforts to clear before the "Fourth" so that they would not have to lay over for a couple of days.

THE Magistrate of Nan Hui Hsien who was very unpopular, and was a man of ill-reputation, has been fined by the Viceroy Wei Kwangtao \$5,000.00. The money is intended for Kwangsi.

CAPTAIN F. Davies, of the N.Y.K.S. *Bingo* *Maru*, has received a medal from H.H. Prince Arisugawa in recognition of his service to the Mariners Aid Association. Mr. Hosokawa, purser of the same vessel, has received a letter of thanks and a silver cup.

LIANG Lan Hsun, who has been in the service of the Imperial Chinese Railway administration and the Canton-Hankow Railway during the past two years and previous to that time for ten years a teacher in Queen's College, Hongkong, and Tsing-tsin University, is promoted to the rank of Taotai.

TENDERS for the fast Atlantic service are such that the Government is unlikely to accept either. The tender of the Allan Line is for \$300,000 a year, and the British and North Atlantic Steamship Company's offer is for \$200,000. They assume, however, that the British and Canadian mails will be paid for besides.

THE master of the s.s. *Knight Errant* reports that his passage round the Cape of Good Hope, Sunda Straits, etc., from Barry, was completed without a single stoppage. The distance covered was 13,089 miles and the time taken, 17 days 10 hours and 3 minutes. After bunkering the steamer will proceed to Port Arthur.

OWING to reports received by the Hospital Department from so many different parts of the Kingdom showing the existence of small-pox in virulent form, the Hospital Department has decided to make a systematic effort to stamp out the disease in Siam. For this purpose a sum of Ticals 15,000 has been put aside by the department for the purchase of vaccine and to pay for vaccinating.

THE circumstances of the case in which a ricksha coolie was robbed of his purse containing \$50, along Shaikwan Road at 10 o'clock on the night of the 20th ult., came on for hearing at the Magistracy this afternoon before Mr. T. Sercombe Smith. After a lengthy hearing the defendant was committed for trial at the next criminal sessions.

A TOKYO despatch to the *Asahi* states that the Minister of Agriculture and Commerce ordered sixty-five foreign marine, fire and life insurance companies at Yokohama, through the Governor of Kanagawa Ken a few days ago, to deposit yen 100,000 each with the Yokohama Government Branch Treasury on or before the 31st October next in accordance with Art. 5 of No. 380 Imperial Ordinance of 1900.

A MOST extensive robbery has been perpetrated at the Osaka Exhibition, thieves having broken through one of the ventilators in the roof and got away with exhibits to the value of about Yen 17,883 85. Among the articles stolen was an *okimono*—gold and silver inlay work valued at Yen 1,500 besides a large quantity of precious stones, silk, etc. The Osaka Police authorities have offered a reward of yen 100 for information leading to the arrest of the offenders.

THE grant-in-aid of Yen 100,000 a year bestowed by the Government on the Central Tea Association as a fund for expanding the sale of tea in foreign markets will cease with this year, according to the original contract (reports the *Japan Times*). The Association has applied for the renewal of this favour, and the authorities have decided, the *Shogyo Chugai* learns, to grant it Yen 7,000 a year for five years, subject of course to the approval of the D. C.

THE C.M.S. *Haha*, which arrived at Shanghai from Newchwang and Cheloo on the 3rd inst., reported: Fine weather and light southerly wind. At 10.15 a.m., off Shaweishan, observed signals and noticed shipwrecked crew ashore on the island. Anchored and sent boat ashore and took off Capt. and Mrs. Jensen and 9 men of the crew of the American ship *Carrier Dove*, which was wrecked on the bank north of Tsung-ming. One man had been lost in leaving the wreck on the night of the 1st inst.

WHILE the French Mail tender was on her way up from Woosung on Thursday evening, at about 8.30, she ran down and sank a small steam launch belonging to the Imperial Japanese cruiser *Asahi*. The accident took place in the lower reach a few yards astern of the Japanese cruiser. The cries of the launch were heard on board the latter vessel and boats were at once sent to her assistance. The tender also stopped and assisted to take the men off. The French tender was not damaged but the launch sank in about two minutes. No lives were lost, most of the men being picked up by the *Suma*'s boats. We have been unable to ascertain the cause of the collision, reports the *N. C. D. News*. Probably the launch was hidden by the stern of the *Suma* until the tender was too close to avert a disaster.

Four doors freshly painted and tinted and in first-class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P. O. Box 368.—ADULT.

A COMMISSION appointed in connection with the sale of the Insular Cold Storage and Ice Plant at Manila has resolved that they ought not to consider any proposal looking to the sale of the plant, with the land upon which it stands, for less than one million dollars U. S. currency. The fact is that the government is not searching for purchasers of the plant, which brings in a large yearly revenue to the insular treasury. The interest of 12 per cent on the money invested is enough inducement for the Commission to hold on to its "good thing."

THE repair of the Tsung Yang Men (one of the main gates of Peking, damaged by the allies on their entrance in the memorable August of 1900), had been confided by the Throne to Yuan Shih Kai, and Chen Fih the latter civil Governor of Shengtienfu. The work had been repeatedly put off owing to the lack of funds, and the Empress Dowager expected the officials to make voluntary contribution to defray its cost. Up to the present a sum of Tls. 570,000 has been secured for this purpose, of which more than half the amount has already arrived at Peking.

Now look out for LeMunyon's new store adv. It is a beauty.—ADULT.

CAPTAIN Borseth, P. O., Acting Governor of Leyte Province, Philippines, has an interesting story to tell in regard to the prosperous conditions of the farmers in his section of the Islands. Last year Leyte produced \$8,000,000 worth of hemp and this year's crop will probably be larger than that. Captain Borseth says the prosperity of Cebu is largely due to Leyte, quantities of hemp being sent to Cebu for trans-shipment. He further says that on his last trip into the interior, he visited the town of Malipo and that he found \$600,000 worth of hemp stored at that place.

THE authorities of the Catholic Church have announced that it has been decided to open a seminary in Manila for the instruction and consecration of native priests. The novices will be chosen from those Filipinos evincing a vocation for the priesthood, and the standard of requirements will be high. The collegiate course will be severe, and the theological studies the same as in the United States. The seminary will be under the supervision of American priests, and it is probable that the Sulpicians, the great French teaching order, which is exclusively devoted to the education of Catholic priests of the secular order, will be the instructors.

THE number of exhibits lately received for the Philippines exhibit at St. Louis World's Fair reaches the figure of 4,000, consisting however so far only of collections of no more than ten provinces. A few provinces, like Ilocos Norte, Leyte, Marinduque, Pampanga, and Nueva Ecija, have according to notice prepared a preliminary exposition in their respective capitals. The number of exhibitors has passed 1,000 while the number of exhibits is now over 15,000. The Exposition Board is confident that the public and public officials will respond to its earnest appeal and help to make the Philippine Exhibition in St. Louis the much desired success.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held in the Council Chamber to-morrow at 3 p.m.

BUSINESS.
Financial Minutes (Nos. 25 to 27).
Report of the Finance Committee (No. 4).
Amendment of note to No. 5 of the Domestic Cleanliness and Ventilation By-laws contained in Schedule B of the Public Health and Building Ordinance, 1903.

QUESTIONS.
Mr. Shewan will ask the following questions of which he had given notice:—Will the Honourable the Colonial Secretary be good enough to give the following information respecting the working of the Crown Agents system with regard to this Colony:—

- (a) What method is adopted for paying the Crown Agents?
- (b) Do the Crown Agents receive a commission on orders executed in addition to regular salaries?
- (c) Do they receive remuneration from other Crown Colonies in addition to this?
- (d) What is the annual sum paid by the Colony to the Crown Agents during the past three years, giving salary and commissions separately, or what annual sum has been charged to the Colony for the services of the Crown Agents?
- (e) Are all orders for material, etc., sent to Europe on behalf of the Colony, made through the Crown Agents?
- (f) If not, what system is adopted with regard to such orders which are not executed by the Crown Agents?
- (g) What system is adopted to ensure that all order on behalf of the Colony are executed by the firm best able to carry out the work at the most reasonable price?
- (h) If orders are put up to tender only for those firms on the Crown Agents' list, how are these firms selected?
- (i) Can any reputable firms on application be placed on the Crown Agents' list, or do the Crown Agents exercise a right to refuse to place a firm on their list?
- (j) In the event of such a refusal, has the firm thus rejected any right of appeal and, if so, to whom?
- (k) Will the Government state whether they received a letter from the Secretary of the Sanitary Board sent by direction

of the President, conveying the following resolution, unanimously adopted at the meeting of property owners at the Sanitary Board office on 18th May, convened by advertisement in European newspapers in the Colony, namely:—"That the permission of H. E. the Governor be obtained to have the report, which was read by Dr. Pearce at the meeting on the subject of overcrowding and its abatement, printed and circulated amongst the European land owners in the Colony?"

6. If so, has any reply been sent thereto? If not, why not?
7. Is the Government aware that the President of the Sanitary Board stated at the Board on the 19th ult. that no answer had been received to that letter, but that the report had been laid on the table and was accessible to the Press if they wanted it?
8. Does the Government propose to print and circulate Dr. Pearce's report in terms of the resolution? Or is it true, as rumoured, that the report has been withdrawn from circulation and that the information which has been placed at the disposal of the Chinese will not be available for European land owners?
9. Does the Government approve of the request of the Chairman that the Europeans should leave the meeting of land owners above referred to?
10. Will the Government instruct the Government Printers to print a larger number of copies of Ordinances, as it appears that the Passenger Act (No. 1 of 1889) Chinese Emigration Consolidation Ordinance is now out of print and cannot be supplied?

ORDERS OF THE DAY.
First reading of a Bill entitled An Ordinance to amend Ordinance No. 13 of 1900 entitled An Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes.

First reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million eight hundred thousand two hundred and one Dollars and forty cents, to defray the Charges of the Year 1902.

Second reading of the Bill entitled An Ordinance to repeal The New Territories Rent Recovery Ordinance.

Second reading of the Bill entitled An Ordinance to give effect to an Order in Council made by His Majesty the King on the 12th day of March, 1903, relating to the Marriages of British Subjects in Foreign Countries.

Second reading of the Bill entitled An Ordinance to authorize and regulate the establishment and use of installations for the purpose of Wireless Telephony.

Second reading of the Bill entitled An Ordinance to amend The Malay States (Fugitive Criminals) Surrender Ordinance, 1903.

R. F. JOHNSTON,
Acting Clerk of Councils.
N.B.—A meeting of the Finance Committee will be held immediately after the Council.

HONGKONG WATER POLO LEAGUE COMPETITION.

The following is the present position of the competition:—

Club	Number of Matches Played	Wins	Losses	Goals For	Goals Against	Points
R. G. A.	1	1	0	8	0	2
H. K. V. C.	1	1	0	6	0	2
Y. M. C. A.	1	1	0	3	2	2
Sherwood Foresters	1	0	1	2	3	0
Royal Engineers	1	0	1	0	8	0

THE PLAGUE.

The return for the twenty-four hours ended at noon to-day gives 5 additional Chinese cases of plague, of which three were fatal. One of the cases in yesterday's return should not have been included in the list as it was under observation only. The correct number of cases up to date is therefore 1,316.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Heinrich*) to-morrow.
Australian (*Australian*) 9th inst.
American (*America Maru*) 12th inst.
French (*Yarra*) 14th inst.
Indian (*Kunwang*) 14th inst.
American (*Korea*) 16th inst.
Canadian (*Athenian*) 20th inst.

The E. & A. Co.'s s.s. *Australian* from Australia on Thursday, 9th inst., at daylight.
The T. K. K. s.s. *Rosita Maru* left Manila 5th inst., at afternoon, and is expected here to-morrow, at 2 p.m.

The M. M. Co.'s s.s. *Yarra* with the next French Mail will leave Singapore to-day, at 4 p.m., for this port via Saigon.

The N. Y. K. s.s. *Hiroshima Maru* (Bombay Line) left Kobe for this port on 6th inst. p.m., and is expected to arrive here on 12th inst.

The N. Y. K. s.s. *Bingo Maru* (European Line) left Shanghai for this port on 6th inst., at 11 p.m., and is expected to arrive here on 9th inst.

The P. M. S. S. Co.'s s.s. *America Maru* with mails, etc., left Nagasaki for Manila Saturday midnight, and is due there to-morrow afternoon about 4 p.m.

The P. M. S. S. Co.'s s.s. *Korea* with mails, etc., from San Francisco to the 19th ult., via Honolulu, has arrived at Yokohama, and leaves for this port to-morrow morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuter's.)

President Loubet's Visit to England.

LONDON, 4th July.
President Loubet will arrive in England on Monday. Extraordinary preparations are being made for his reception and the King has promised that it shall be such a one as has never before been given to the head of a Foreign State. In London, the principal thoroughfares will be elaborately decorated with garlands, bunting, Venetian masts and an abundance of flowers. Apart from the troops in London, two brigades will be camped in Regent's Park for lining the streets and other duties.

The Fiscal Question.

Sir Michael Hicks-Beach has been admitted to the Councils of the Liberal leaders on the Fiscal question.

LATER.

After a prolonged discussion the Liberal leaders have decided to refrain from raising the fiscal question by a vote of censure because it would embarrass their fellow free traders among the Ministerialists.

Illness of the Pope.

The Pope is suffering from senile pulmonary hepatization, and his condition is serious.

(N. C. D. News.)

Mr. Chamberlain's Zollverein.

LONDON, 3rd July.
Sir Michael Hicks-Beach declared to the Unionist Free Traders that it was their duty to save their party from the crushing defeat, which was inevitable if it were committed to the taxation of food.

Gordon-Bennett Race.

LONDON, 3rd July.
The winner's time in the Gordon-Bennett Race was six hours, thirty-six minutes and nine seconds. The race was a triumph of organisation. Not a single spectator was injured.

H.M.S. "SPARROWHAWK" AND "PIRAGO" IN A STORM.

The torpedo boat destroyers *Sparrowhawk* and *Pirago*, which are now due from Esquimaux, encountered a severe storm between Yokohama and Kobe. For twenty-four hours they battled with the waves and the damage sustained is such that the little vessels have become badly strained, and their being thoroughly repaired has become an absolute necessity. Those in charge of the *Sparrowhawk* and *Pirago* state that never in the history of the little destroyers, have they met with such strenuous experience, as in the present voyage between Yokohama and Kobe.

The vessels came the greater part of the distance between British Columbia and Honolulu under their own steam. They were accompanied by a British cruiser, and towards the latter part of the journey she towed the destroyers into Honolulu. They remained at the latter port for several weeks. Here the ships were given a thorough overhauling, and the machinery was placed in good repair. The *Amphitrite* accompanied the boats from Honolulu to the Orient. An anchorage was made at Midway Island where the vessels coaled. They reached Yokohama May 24, a few days later, they resumed the journey through Japanese waters and to Shanghai which they were to leave on the afternoon of the 2nd inst.

The destroyers will leave at 3 o'clock this afternoon for Hongkong.

FAR EASTERN MAIL SERVICE.

LONDON, June 9.—Last night's debate in the House of Commons on the mail subsidy to the Canadian Empire, showed that the Imperial Government was continually pressing the Canadian Government to complete a through fast service to the Far East by an effective Atlantic link.

Mr. Austen Chamberlain, replying to Mr. Caldwell, admitted that the expectations on which the British Government had subsidised the Pacific service had not been fulfilled.

"The present service to China and Japan is of very little advantage as a mail service," he said. The revenue obtained from letters and packages going that way bore no proportion to the British subsidy. The British Government had gone to the utmost limits in assenting to the renewal of the Canadian Pacific contract for five years, in the hope that the Atlantic service would then be an accomplished fact. Further quickening of the Pacific side had certainly made the route of real Imperial value, but if these results, as regards the Atlantic end, were not achieved, it was unlikely that the British Treasury or Post-Office would agree to an extension of the contract on the present basis. The Canadian Government, when seeking a renewal of the Canadian Pacific subsidy, gave the fullest pledges to the British Government as to its earnest intention to secure a fast Atlantic service immediately. The British Government has not received any advices from Ottawa of the result of the latest invitation for tenders, but certainly expects an early fulfilment of the Canadian Government's pledges.

C. F. R. AND HONGKONG.

Montreal, June 9.—Sir Thomas Shaughnessy, in commenting upon the above, said that the Imperial Government will not renew its contract with the C. F. R. for the conveyance of mail from Vancouver to Hongkong unless, ere the expiration of the next two years, when the contract expires, a fast trans-Atlantic steamship service is in immediate prospect. While Mr. Austen Chamberlain had asserted in the Im-

perial House that the all-British mail route had not reached expectations, he was referring to the Atlantic portion. "Our service," observed Sir Thomas, "has always been eminently satisfactory to the British Government."

Montreal, June 11.—Sir Thomas Shaughnessy said to-day that as far as the Canadian Pacific Railway was concerned, the fast Atlantic service, according to the conditions as set forth, was a dead letter.

THE TRADE OF HANKOW

—FOR THE YEAR 1902.

In his report on the trade of Hankow for the past year Mr. Consul Fraser writes:—

The sharp fall in the price of silver during 1902 would seem to have had its natural effect in stimulating the export of native produce from Hankow while contracting in a slightly less degree the importation of foreign goods. The trade of Western China passing through this port remained almost stationary in terms of silver; but of course shows a heavy falling-off when reduced to sterling.

It will be noticed, as compared with 1899, that the gross value of the trade has increased by 11,500,000 taels, the net by more than 8,500,000 taels; yet the sterling values are less by about 600,000 £. and 500,000 £. respectively. Twenty years ago the net gold value of the trade was 9,575,38 £, the gross 11,233,549 £. The improvement is therefore in the traffic with the west which passes through Hankow.

Against the net exports of exports over imports may be set a balance of 4,859,189 taels in the reported movement of treasure. This leaves an apparent balance of 3,716,360 taels in favour of Hankow; but this may be accounted for by trade through the native customs, of which no record is obtainable.

Besides the regular river steamboats, three British steamers brought from Sumatra and Hongkong five cargoes of kemsene oil for the tanks of the Shell Company and the German firm of Meyer and Co., two steamers from Japan and a sailing vessel from New Zealand brought railway sleepers, one steamer loaded a part cargo of tea for London and five carried rice to Swatow.

The figures of German river shipping fell off slightly, as Melchers and Co.'s Ichang steamer made fewer trips, while, Norwegian vessels reduced their trade beyond the China coast.

Japanese tonnage showed a very large increase, due to the employment of their own vessels in the exchange of Miji coal for Huang-shih-kang iron ore to the full development of their Yungtze lines.

The Russian figures were swelled by their steamers taking a share in the importation of Japanese coal, and especially by the recovery of the brick tea trade to Russian Manchuria and Siberia.

The import trade from Shanghai is reported to have proved unsatisfactory to the British and Chinese, a combination, which, however, retains the fullest advantage of the proximity of their country to feed their Yungtze steamers with through shipments, and, fostered by a subsidy which enables them to reduce their freight, their competition is likely to be felt more and more by the older lines, which, so long as their business continues profitable, seem reluctant to add to their tonnage or enter on a war of rates.

The export business was brisk, although it was only in the last quarter of the year that an abnormal demand for space for rice and other grains, needed to relieve scarcity in the south, rendered possible an advance in rates. The fall of the river stopped the use of coasters for this traffic and tried the godown accommodation of the port.

This Ichang trade can never have been very profitable since the monopoly of the China Merchants' Steam Navigation Company was broken a dozen years ago. So soon as the water rises enough to enable full cargoes to be carried to Ichang, the junks, which take that cargo further west, find their voyaging become slow and perilous. And when the passing of the flood season stimulates trade with Chungking the shallows below Ichang enforce light loading on steamers. The obvious course of accumulating cargo at Ichang must be open to conclusive objection on grounds of expense, &c., since it is not reported to. And the overcoming of the difficulty must wait for the adoption of the 10-year old suggestion of tow-boats between the rapids and steam haulage over them.

The Japanese are making considerable headway on the upper river, as in trade generally, owing to their energy, persistence, and adoption of native methods of business, and so long at least as they are upheld by Government aid, they are likely to prosper. They alone run their vessels on a regular schedule, and are developing quite a respectable trade with Sha-shih. This autumn they had the misfortune to have one popular vessel stranded during the busy season.

Though the Japanese lines only quote a lower rate of freight to foreigners than their competitors, the German companies, I am informed, attract business by the offer of many and various facilities, and, from the table given below, seem to be running at a better profit than formerly. One cannot but doubt whether the Anglo-Chinese combination of powerful companies, most of which have greater interests on the coast than on the river, did not, by checking competition for so many years and holding, as they did (and do), the lease of the entire frontage of the British concession and its vicinity, stimulate other nations to the prompt advantage of the facilities offered by the newer concessions. The "pool" has shown no desire to fight the new comers, but rather, if report be true, to join hands with them.

The prospectus of a line of river steamers, under the French flag, appeared during the year, but there is no definite news of its advent.

The formation of a steamer company to ply to Changsha and other places on the Hsiang River, a service possible under the inland navigation rules, without awaiting the opening of the capital of Hunan by the general acceptance of Article VIII of the recent British Treaty, was left to Japan, and its vessels, aided by the usual subsidy, are expected to begin running in 1903. But the enterprise and energy of a British local agent have already inaugurated under our flag what should surely prove a valuable trade. Between June 2 and October 21 the s.s. "Changwo" made 17 voyages to Changsha, and sometimes on to Hsiangting, with a success remarkable in view of the many difficulties attendant on any new venture in China. Despite this practical proof of business awaiting development, and the certainty that the advantages gained by being first in the field will ensure solely to their Japanese rival, the combined companies have, so far as is known, taken no step to follow up this initial success. That other will crowd in to share a trade established necessarily at some risk can hardly be the reason for such apathy.

A more serious objection is, of course, the fact that only for half the year is the new traffic possible to steamers capable of safe working down to Hankow. This difficulty might, one would think, be met by the use on the inner waters of shallow-draught vessels, which would, as did the rice junks during the winter, tranship their cargoes into the Ichang liners at Yochow. It is, moreover, possible that the provincial authorities might be persuaded to sanction, if not to undertake, the removal of the sand bars which, it is reported, are the sole obstructions to reaching nearly to Changsha all the year round. In addition, the finding or opening of a channel across the Tungting Lake from Yochow to mouth of the Yuan River would tap the trade of thriving Changsha, and so supply abundant cargo. It will be a disappointment if the opening of steamer traffic with Western Hunan is likewise neglected by the British companies.

There are no very striking changes this year in the quantities imported of articles of foreign provenance, and but few new items in the long list in the customs' table of totals, respectable only when reckoned in taels. The whole amount is trifling as representing the demand of at least 25,000,000 of people, and a review of the figures for the last 20 years reveals no expanding consumption except in yarn, kerosene oil and perhaps sugar. It is usual to assert that the native dealers having learned to supply their wants at the great centres, Shanghai and Hongkong, the foreign merchant cannot with any chance of profit promote the consumption of established imports, or induce a demand for new ones. That the Japanese do press their products locally may be ascribed to their closer kinship with the Chinese, and the more intimate knowledge which they can acquire of native ways and wants. Yet one firm has proved that perseverance, energy and enterprise can establish a direct trade with the southern provinces, had, by means of native agencies, which he visited periodically, built up a very considerable business for the firms which he represented. Possibly now that competition has made merchants keen not to miss any chance, it might be worth while not to accept without experiment the prevalent opinion quoted above.

Consuls do not suffer from any lack of exhortation to assist their nationals actively, especially by pressing their advice and aid upon merchants. Merchants on the other hand are usually, and very naturally, loth to consult with still less to accept guidance from amateurs whose reports are published concerning business in which they have presumably acquired by experience, special knowledge not to be divulged to their rivals. In this difficult position the most discreet course seems to be willing support to the extent of one's ability of those who appeal for Consular assistance. Apart from resident merchants, who are often glad to have the Consul's opinion as to the effect of treaty provisions, and the possibility of inducing local authorities to adopt the interpretation thereof most favourable to trade, merchants in other parts of the world frequently seek to learn what openings exist for their special wares. In the absence of trade museums and Chinese Chambers of Commerce, such letters can only be handed to the local firms when the inquiry relates to articles more suited to Chinese use than gramophones, cream separators and grand pianos. Price lists and trade journals, even were they written in faultless Chinese, could not profitably be distributed, and Chinese dealers would not visit a Consulate reading room. But at all the larger ports native newspapers are to be found, and supply a cheap and fairly effectual means of advertisement, provided that the possible customer finds therein the address of some agent close to his place of business. Such advertisement might be inserted through the aid of the International Chamber of Commerce at the larger ports; but this work would more naturally form part of the duty of the Chinese-speaking commercial travellers, who, now that China is better known and attracts more general attention, appear to me, speaking with all the diffidence of one who is not a trade expert, the inevitable and most suitable means of extending foreign trade. Travelling in China away from a railway line will always be slow and uncomfortable; but it is now seldom attended with worse annoyance than the inquisitiveness of the natives—a drawback that might itself prove useful to a pioneer of trade.

The French Minister has officially informed the *Wai Wo Po* that the indemnity question has been considered by the French Chamber and France would be willing to accept the payment of her share on the silver basis.

CANTON NOTES.

(From a Correspondent.)

Canton, July 5th, 1903.

THE TEA MARKET.

Opened to-day. Settlements are 20,000 to 25,000 boxes (nominally 20 lbs. net). Prices range from \$32 to \$35 about the same as last year.

INDEPENDENCE DAY.

The 4th July was celebrated at the U. S. Consulate in the same old way. The pyrotechnic display in the evening was not so largely attended by the Chinese as it might have been. Owing to a very strong current running in the river the number of flower boats taking part was only about half a dozen.

THE FINE.

A special telegram to the Shanghai *Times* of the 3rd inst. states that Viceroy Tsen Chun Hsuen wired to Wuhu immediately after his arrival at Canton to inquire the price of rice there. Upon receipt of a reply showing that the price of the rice disposed of at Wuhu is very much lower than in Canton, his Excellency convened a special meeting at his yamen of the committee of the Ayu Charitable Institution and ordered them to sell the rice under their charge to the poor y-stricken people in Canton at as low a price as possible.

THE SERBIAN MASSACRE.

FURTHER DETAILS.

Exchanges from the States bring particulars of the recent massacre at Serbia. According to a London cable, a number of officers arrived at Belgrade from interior posts on the night of the tragedy and supped together at the *Serbische Krone* Restaurant, where the final details were arranged. At mid-night they proceeded from the restaurant to the Palace, and forced the door leading to the Royal apartments with dynamite. When the officers entered they could not find anybody, the King and Queen, alarmed by the noise of their approach, having concealed themselves. For two whole hours the officers hunted through every nook and corner of the Royal apartments, without success. Then they found the King's Adjutant, Ljazar Petrovich, and compelled him to lead them to the King's hiding-place. He took them to the bathroom and pointed to a secret door in the wall, opening upon a staircase leading to the roof. Behind this door

COUCHED THE KING AND QUEEN. When the conspirators were assured of their prey they promptly shot and killed the Adjutant.

Meanwhile the King fell upon his knees and begged for his life, offering to yield to every demand, to sign any document, to agree to leave the country or to send Queen Draga away, anything, everything, if only they would not kill him. The officers answered roughly, "It is too late," and fired at him. The Queen also fell on her knees and asked for a pardon for a degrading epithet, told her she had been Queen long enough. One of the conspirators, after submitting the Queen to gross indignities, slashed her with his sword, and the other officers fired at her. The King was also slashed with sabres. The conspirators then dragged the King and Queen into the front apartment, and threw them over the balcony upon the lawn in front of the Palace, which is separated from the street by a big open iron fence. The King and Queen lived between one and two hours afterwards.

Meanwhile two of the officers summoned the Queen's two brothers from their home to the house of the Commander of the Belgrade Division, where they were offered a glass of water and told

TO BID EACH OTHER FAREWELL. In the very moment they embraced the officers shot and killed them.

One hundred soldiers, commanded by two officers, at the same time surrounded the house of Minister of War Pavlovich, and summoned him to open the door. The Minister looked from a window and the soldiers fired at him, wounding him. The Russian Military Attaché, who lived in the same house, hearing the noise roused and dressed himself in his Russian uniform and attempted to remove the Minister to his apartment. The officers ordered him away, and he, seeing the hopelessness of the situation, desisted. The soldiers then entered the house and shot the Minister, whose body was left on the floor, and was not discovered until 10 o'clock in the morning.

The particulars of the killing of the other Ministers have already been published. Since the tragedy occurred, the real facts of an attempt upon the persons of the King and Queen a month ago, have become known. The conspirators at that time engaged the services of a young Bohemian, the son of a tailor living in Belgrade. He obtained a position in the kitchen of the Grand Hotel of Belgrade, to learn cookery. He proved so intelligent that a little later he was given employment in the Royal kitchen. Here again he proved very efficient, and was entrusted with the duty of preparing the food for the Royal table, taking it from the cooking utensils and placing it in dishes, which he handed to lackeys. He now began to appear very prosperous and took French lessons. He came one day to his teacher, a widow living in Belgrade, in a jubilant state, wearing a new suit of clothes, and saying that he was earning 150 dinars (about \$32) a month. The same evening, while preparing a dish for the King, he

MIXED POISON WITH THE FOOD. The head cook detected his act, and promptly informed the King, and the youth was shot immediately. His parents were brought to the Palace and told the facts of the case, and compelled, under threats of death, to tell everybody that their son had killed himself. Since the tragedy the youth's parents have revealed the truth.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE DISTURBANCES IN KWANGSI.

It was reported in Peking a short time ago that the French Minister had received a telegram from the French Consul at Lunchoo to the effect that the insurrection was spreading in Kwangsi province, and that the Government troops had suffered repeated reverses. In consequence of the unsettled state of the country the Consul further stated that he had considered it advisable to temporarily leave Lungchow for the Tongking border and waits until matters became more quiet before returning to his post. H. E. Tsen Chun Hsuen, Viceroy of Two Kwang, has contracted with some native bankers, a loan of 1,300,000 which is intended for the payment of the wages due to the troops in Kwangsi, the wages being very much in arrears. General Ma Yu Kun, Commander-in-chief of the territorial force of Chili has been empowered to enlist four more regiments into his rank.

COMMERCIAL.

TO-DAY'S EXCHANGE.
ON LONDON, Telegraphic Transfer ... 1/8 1/16
Bank Bills, on demand ... 1/8 1/16
Credits, 4 months' sight ... 1/8 1/16
D'cents 4 months' sight ... 1/8 1/16
ON BERLIN, (demand) ... M. 1/71
Credits, 4 months' sight ... 2/14
ON NEW YORK, Bank Bills, on demand ... 40 1/2
Credits, 30 days' sight ... 41 1/2
ON BOMBAY, Telegraphic Transfer ... 125 1/2
On demand ... 125 1/2
ON SHANGHAI, Telegraphic Transfer ... 71 1/2
Private to days' sight ... 62 30
ON YOKOHAMA, T.T. ... 118 1/2
Sovereigns, Bank's Buying Rate ... 512 00
Gold Leaf too touch, per tael ... 62 30
Bar Silver ... 248

TO-DAY'S QUOTATIONS, as follows:—
MALAYA NEW ... 97 1/2
LAST YEAR ... 1,020 1/2
OLDEST ... 1,110 1/2
PATNA NEW ... 1,000
OLD ... 1,005
PENANG NEW ... 1,000
OLD ... 1,005
PERSIAN (PAPER) ... 74 1/2

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on FRIDAY, the 10th July, 1903.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.
The Tenders to be in duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and to be opened at 11 A.M. on FRIDAY, the 10th July, 1903.
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.

W. G. S. BENSON,
Major, A.R.D.
H.M. Treasury Chest Officer.
His Majesty's Treasury Office,
Fletcher Street,
Hongkong, 7th July, 1903. [796c]

NOTICE.

ON the 8th, 9th and 10th instant on which the CHINESE GRAND PROCESSION takes place at Macao, the S.S. "WING CHAI" will leave there for Hongkong at 7 P.M.
No Gambling will be allowed on Board our ship.

SAM WANG & CO., LTD.,
81, Queen's Road Central,
Hongkong, 7th July, 1903. [799c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, on FRIDAY, the 10th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 7th July, 1903. [799c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 7th July, 1903. [794c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALAWAN,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-MORROW.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 7th July, 1903. [794c]

ASK FOR ASAHI JAPANESE BEER—G. Girault.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

MONDAY, the 13th July, 1903, at 2.45 P.M., at

No. 4, East Terrace, Kowloon, A QUANTITY OF HOUSEHOLD FURNITURE. (Further Particulars from Catalogue). On View on Day of Sale. TERMS:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer, Hongkong, 7th July, 1903. [798c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"HAILONG,"
Captain Evans, will be despatched for the above Ports, on THURSDAY, the 9th instant, at 11 A.M.

For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 7th July, 1903. [797c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"VARRA,"
Captain Sellier, will be despatched for the above Ports, on or about TUESDAY, the 14th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 7th July, 1903. [790c]



N. LAZARUS, OPHTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism

Spectacles and Eyeglasses in all styles and metals.

Consulting Room: No. 16, Queen's Road Central, Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [6c]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SPOT WHISKY DISTILLERS By Appointment to H. M. THE KING and HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [64c]

ASK FOR ASAHI JAPANESE BEER—G. Girault.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 8th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

S.S. "MACHAON" left Singapore 3rd inst. and is due here on 8th inst. p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, L'DON & A'WERP.	"PELEUS"	On 21st July.
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 18th August.
*LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"MOVUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 10th July.
	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"TAIYUAN"	9th July.
CEBU and ILOILO	"HUNAN"	10th "
SAMARANG and SOURABAYA	"SHANTUNG"	15th "
MANILA	"SUNGKIANG"	15th "
MANILA	"TAIYUAN"	27th "
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading in all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED "C" SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1903.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	ILOILO and CEBU	FRIDAY, 10th July, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 11th July, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 18th July, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship.	Tons.	Captain.	To Sail
"INDRAVELLA"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOH*	"ANPING MARU"	J. Goto	SATURDAY, 11th July.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th July.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th July.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for all class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 5, Des Vieux Road Central.

Hongkong, 7th July, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 5th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLEGARRY."

Captain Willy, will be despatched as above on TUESDAY, the 14th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Agents.

Hongkong, 25th June, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA."

Captain H. N. Spiess, will be despatched as above on or about SATURDAY, the 25th July.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 25th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

SATURDAY, 11th July, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

SATURDAY, 18th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 7th July, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain W. G. MacArthur, will be despatched for the above Ports, on WEDNESDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 2nd July, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COL-
OMBO, BOMBAY, KARACHI, ADEN,
SUZ and PORT SAID.(Taking Cargo at through rates to the
BRAZILS, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE"

Captain Mecozzi, will be despatched as above on TUESDAY, the 21st July.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 30th June, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M. SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 22nd June, 1903.

EXCURSION TO MACAO.

THE Fast and Commodious Steamship

"WING CHAI."

will leave her wharf, opposite Central Market, EVERY SUNDAY (during the Summer Months) at 8.30 A.M., returning at 3 P.M. or later.

FARE—Return Ticket including Tiffin and Dinner (either on Board or at Macao Hotel) \$5. A Maisheds for Sea. Bathing is provided and Bathing Clothes, &c., provided at a reasonable rate.

Special Trip every Sunday leaving Hongkong at 8 A.M. Macao 5.30 P.M.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, (Single) \$1.00

2nd " " " " .50

3rd " " " " .20

Meals on Board " " 1.00

Further Particulars may be obtained at the Office of the

KWONG WAN STEAMBOAT CO.
Hongkong, 3rd July, 1903.CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, HONO-
LULU, and SAN FRANCISCO.

THE Steamship

"ATHOLL."

Captain Porter, will be despatched for the above Ports on FRIDAY, the 10th instant, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 3rd July, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA
LLOYD.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH"

of the NORDDEUTSCHER LLOYD, Captain R. Heinze, due here with the outward German Mail about WEDNESDAY, A.M., the 8th instant, will leave for the above Places 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 4th July, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 10th instant, at 4.30 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 1st July, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORKVIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG

1903.

About

15th July.

SAINT BEDE

To follow.

MOGU

To follow.

SATSUM

To follow.

For Freight and further information, apply

to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 2nd July, 1903.

Shipping.

STEAMERS.

FOR KOBE, NAGASAKI AND
VLADIVOSTOCK.
Calling at GENSAN.

THE Steamship

"SAVOIA."

Captain Deinat, will be despatched for the above Ports TO-MORROW, the 8th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th July, 1903.

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.

INCLUDING—

BATTERIES,

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ELECTRIC BELLS,

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LIGHTNING CONDUCTORS,

SWITCHES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903.

SANITAS

FLUID
OIL
GRUDE FLUID
POWDER
AMMONIATION
SCAPES
DISINFECTORS
INHALERS
FUMIGATORSCOLORLESS
FRAGRANT
NON-
POISONOUS
DOES NOT
STAIN
KILLS ALL
DISEASE
GERMS.
OXYGENATED
THE AIR.Sulphur Oxidizer. NICHOLLET'S
Formal Famigatore.

"HOW TO DISINFECT" BOOK Free.

THE "SANITAS" CO., Ltd.,
Bathurst Green, LONDON, E.

DISINFECTANTS

Estimates given for all classes of work on application to.

THE HONGKONG TELEGRAPH
OFFICE.THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

Intimation.

THE HONGKONG TELEGRAPH.

1

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MACF.WEN. FRICKEL & Co. { 3, DUBDELL STREET,
WINE MERCHANTS

DRAUGHT ALES AND STOUT

ALLSOPP'S BURTON ALE in hog head

JEFFREYS' EDINBURGH ALE

AITKEN'S FALKIRK ALE

745e

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

STYLISH DRESSMAKING.

COSTUMES MADE UP IN THE LATEST FASHIONS
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EXPERIENCED EUROPEAN CUTTING AND
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EVERY KIND OF GARMENT MADE FOR
LADIES AND CHILDREN.

WILLIAM POWELL, LTD.

HIGH CLASS DRAPERS.

34, Queen's Road Central,

Hongkong.

July 3rd.

R. G. HECKFORD,
MANAGER.